Transport Canada Transports Canada

TP 6980E
(3/2012)

Issue 1/2012

Feedback

Canadian Aviation Service Difficulty Reports

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TC-1004499

Canada

TABLE OF CONTENTS

Heads Up 3
Fixed Wing 7
Engines 16
Hangar Noise 19
Equipment Airworthiness Directives (ADs) 20
Special Airworthiness Information Bulletins (SAIBs) 21
Service Difficulty Reports (SDRs) 23
Civil Aviation Internet Sites 34

Front cover picture
The Bombardier 415 amphibious aircraft is the backbone of firefighting missions around the globe. Launched in 1994, this high-wing, all-metal amphibian is specifically designed for aerial firefighting. Its proven technology and fire-extinguishing power make it the most effective machine for the job.

The Bombardier 415 aircraft takes only 12 seconds to scoop its 6,137-litre (1,621-US-gallon) load while skimming at high speed over water. It delivers repeated direct attacks, with foam suppressant added to its load, without returning to an airfield.

Feedback is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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To obtain information concerning copyright ownership and restrictions on reproduction of the material, please address your correspondence to:

Jérémie Laviolette, Editor
Feedback
Transport Canada (AARDG)
Place de Ville, Tower C
Ottawa ON K1A 0N8

E-mail: *jeremie.laviolette@tc.gc.ca*
Tel.: 613-952-4360
Fax: 613-996-9178

To view *Feedback* online or to receive it electronically please visit:
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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 521.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

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ISSN 1925-8429 (Online)

TP 6980E
(01/2012)

TC-1004499

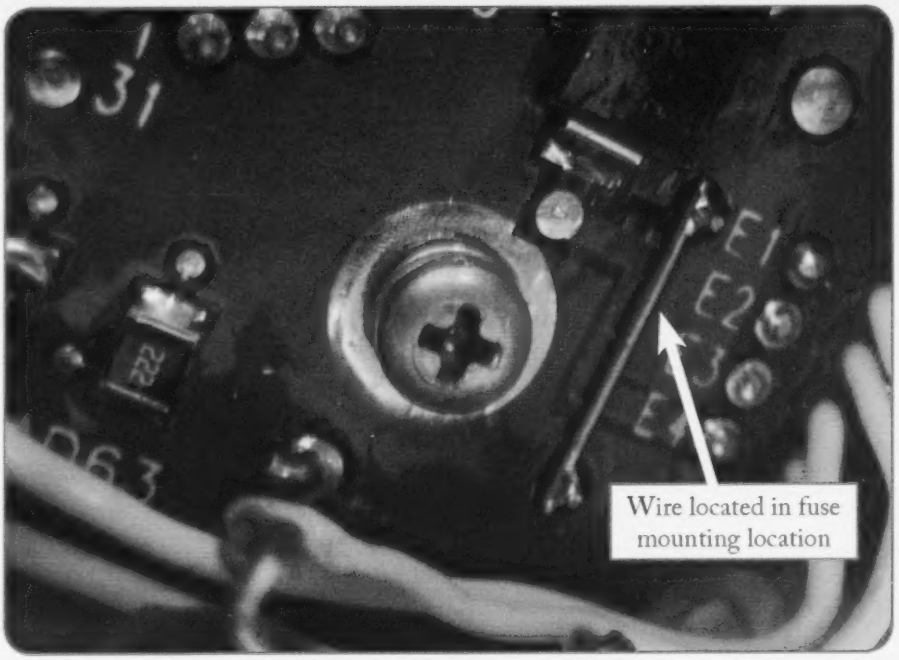
SERVICE DIFFICULTY REPORT (SDR) # 20110526008

The Consequences of Not Following Procedures

Canadian Repair Station Service Difficulty Report (SDR) text (abbreviation):

"We recently received a Multi-Function Control Display Unit (MCDU) (part number 100-601702-002) for repair from a European Operator. While conducting maintenance on the product, we noted that during a previous repair, a fuse (F1 on the 28 volt input line of the lightning protection circuit board) had been replaced with a solid wire.

The product is being repaired and brought back to conformity and drawing specification."



Airline's response:

"The MCDU was looked at by our Avionics shop for troubleshooting before being sent for repair.

The technician saw that the power supply fuse F1 was unserviceable. He tried with an ammeter to see if the power was ok. The power was correct, and he has installed the wire to continue with "comfort" the troubleshooting[*sic*]. When it was discovered that the repair could not be done at home, the MCDU was assembled but the "comfort" wire was forgotten. The wire was used only for troubleshooting purposes."

Transport Canada Comments:

Maintenance, overhaul and standard practice manuals give detailed instruction on trouble shooting and repair of the products they support. They also list approved tools for specific tasks. Deviation from them puts the maintainer in a dangerous area where simple mistakes could end up creating major problems. In the above example, a latent condition could have been created resulting in serious failure or fire.

Nose Landing Gear Collapse

While at the ramp and with the right engine running in hotel mode (ground idle, feathered and propeller brake ON), the left engine was started. As the left engine propeller was coming out of feather, the nose gear slowly retracted, collapsing the aeroplane's nose to the ground. Prior to the collapse, the parking brake had been on and the landing gear select lever was in the gear down position, where indications showed all three gears down and locked. After the nose gear collapsed, the nose gear indication turned red and signified that it was unlocked.

The aeroplane's nose was jacked and the nose gear was repositioned manually to its down locked position where several retraction/extensions were completed with no fault found.

As a precaution, the decision was made to replace the nose gear assembly, drag brace, retract actuator, gear selector valve and gear control lever. All removed parts were forwarded for teardown investigation.

After the replacement of the removed parts, the aeroplane performed all functional and operational required tests and returned to service where no further problems with gear operations have been noted to date.

The ATR 42's gear and retraction system is designed as such that while on ground, weight-on-wheels (WOW); gear cycling operations are inhibited in-order to prevent inadvertent activation. Transport category aeroplanes are designed using this requirement which is stated in CAR part V, Airworthiness Manual chapter 525.

With the starting of the left engine, which in turn pressurized the #1 main hydraulic system, the aeroplanes nose landing gear (NLG) unintentionally unlocked and cycled towards retraction collapsing the nose of the aeroplane to the ground.

Through the shop bench test and tear-down report of the gear selector valve, the following was confirmed;

- the unit failed an internal pressure drop test
- the unit used an unknown type of lockwire for the end-cap plugs
- the lockwire installation was "sloppy" with long pigtails
- upon the valves disassembly, the spring cap for the spool shuttle valve of the "UP" solenoid side was found missing

The standard operation of the selector valve when the gear is not in motion or "static", fully extended or retracted, with available hydraulic system #1 pressure is portrayed in figure 1. The spool shuttle valve within the selector

Figure 1 - Cross section of selector valve normal condition

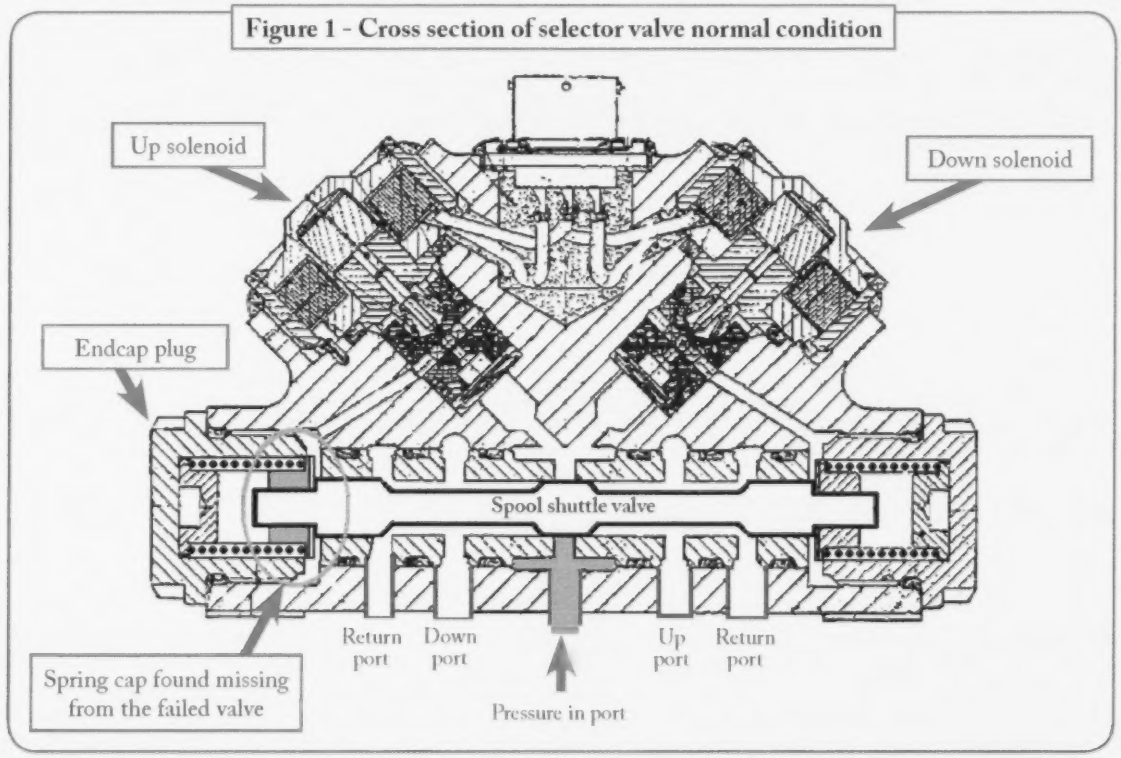
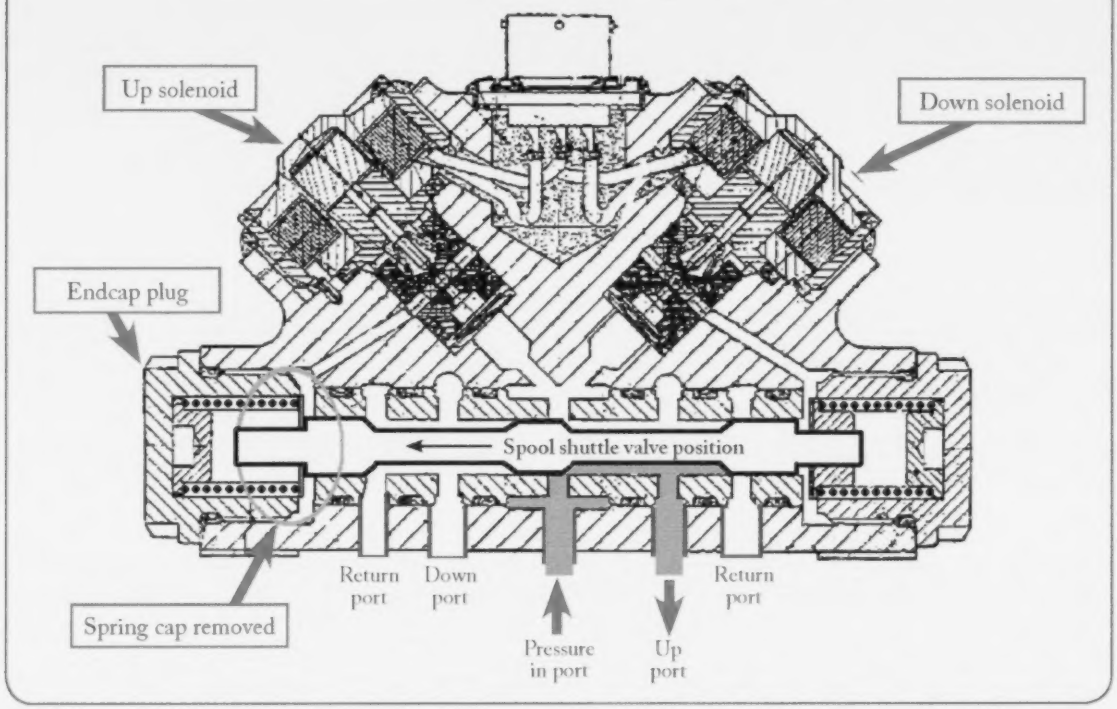


Figure 2 - Cross section of selector valve with the spring cap removed



valve will be in its relaxed or central position, removing all hydraulic pressure from the gear retract actuators.

It is believed that due to the missing spring cap, the spool shuttle valves last set position was such as to allow the inadvertent direction of hydraulic pressure to the "UP port" or retract side of the three gear retract actuators, portrayed in figure 2.

With this event, the NLG was the only gear to retract because of the fully loaded aeroplane weight to which the main gear actuators could not over-come.

An aeroplane product or part, such as this selector valve, carries its own unit type certification where any form of maintenance or repair work done to it, can only be accomplished by an approved Aircraft Maintenance Organization (AMO) rated for that specific product.

As defined in CAR 571.11 subsection (3);

> *"no person shall sign a maintenance release in respect of maintenance performed on an aircraft operated under Part IV or VII, or on parts intended to be installed on the aircraft, unless;*
>
> > *(a) the person is authorized to sign in accordance with a maintenance policy manual (MPM) established by the holder of an AMO certificate issued under section 573.02 with a rating of a category appropriate to the work performed.*

With this incident, it is suspected that this gear selector valve had been tampered with by an unapproved individual or facility due to the shop bench test and teardown findings.

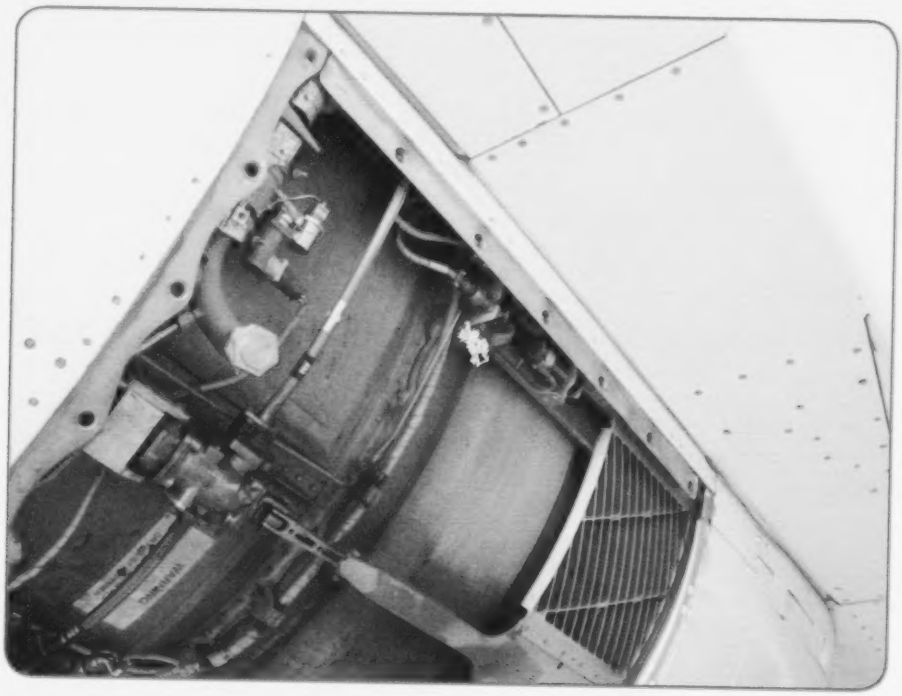
In a situation where a unit or part of an aircraft is suspected of being tampered with or "non-compliant", then this part is to then be designated as a "Suspected Unapproved Part" (SUP) as defined in CAR Standard 571.13, information note:

> *A person who has reasonable grounds to believe that a part installed or intended for installation in a type certified aeronautical product that was not manufactured or certified in accordance with the applicable regulations of the state of production, or that is improperly marked, or that is documented in such a manner as to mislead with regard to the origin, identity or condition of the part shall submit to the Minister a report of the suspected unapproved part, using the service difficulty reporting system set out in section 521.401 of the CARs.*

Transport Canada Civil Aviation would like to advise all maintainers and operators of the noted CARs and the importance to always favor the side of safety, as this operator did, when addressing a serious incident.

Fan Cowl Departures In Flight

Upon landing, the right-hand engine lower fan cowl fell off the aeroplane and onto the runway. The aeroplane then taxied to the gate without incident. A maintenance investigation revealed that an 'A'-check had been accomplished the night before where the cowls were removed. This was the second landing of the day when the cowl departed the aeroplane. Inspection of the cowl and nacelle shows evidence that not all of the fasteners were secured, specifically, the inboard fasteners appeared to be unlocked. The damaged cowls were replaced and the aeroplane returned to service.



Transport Canada Comments:

This is not the first instance of an engine fan cowl departing an aeroplane in flight. If certain fasteners are not properly secured, air loads in flight are sufficient to deform the cowl and overcome the remaining fasteners. The critical area appears to be in the forward inboard location. The issue seems to be the fastener design and location. As the spring in the fastener and cams in the receptacle wear, its locking ability is compromised. Even with an apparently full rotation, one can get the impression of a fully engaged device. Compounding this problem is the proximity of the fastener row to the pylon structure. As seen in the photograph, there is little room to get a straight push on the tool. A short screwdriver is required making it even more difficult to apply adequate torque and pressure.

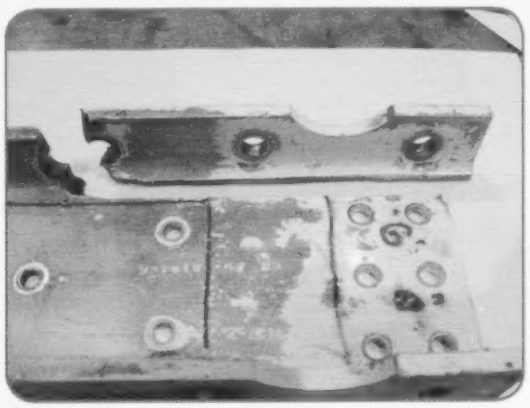
Extra vigilance is required when installing these units. Special attention should be paid to fastener wear including the receptacles, cross pins and springs. 🛠

BOEING, 727 227 SERVICE DIFFICULTY REPORT (SDR) # 20110422001

Nose Landing Gear Up-Lock Support Failure

SDR submitted:

As the aeroplane taxied away from the ramp, and on arrival to the runway threshold, the flight crew noticed a loss of hydraulic fluid pressure and hydraulic fluid quantity.



Maintenance was alerted and the aeroplane was towed back to the ramp. Hydraulic fluid was found coming from the belly drains aft of the Nose Landing Gear (NLG) bay. Further maintenance investigation found the NLG lock actuator leaking due to the lock actuator support bracket being cracked.

The bracket, actuator, hydraulic pump case drain filters and pressure filter were replaced, gear swing functional accomplished, leak checks and engine runs carried out and the aeroplane was made serviceable.

Transport Canada Comments:

Transport Canada Civil Aviation would like to advise all Boeing 727 operators of possible NLG lock actuator support bracket fatigue cracks. 🛠

BOEING, 727 227 SDR # 20110620010

Main Landing Gear Torque-Tube Failure

SDR submitted:

On approach, the crew selected the gear down but did not get confirmation (green indicator) of that the right main gear down and locked. The crew proceeded to perform the alternate extension procedure and was successful in acquiring the 'down and locked' indication.

After an uneventful landing, maintenance discovered the right-hand down lock torque tube sheared near the universal joint.

The torque tube was replaced, no further discrepancies were identified, and the aeroplane was returned to service.

Right Main Landing Gear down lock torque-tube and corrosion noted

Transport Canada Comments:

The operator noted that the torque-tube universal joint attachment end was corroded, causing its failure.

Transport Canada Civil Aviation is advising all Boeing 727 operators and maintainers to pay close attention to this torque-tube assembly for any indication of possible corrosion. 🛠

BOEING, 737 7CT SDR # 20110426005

Brake Fuse Failure

SDR submitted:

Maintenance discovered a hydraulic fluid leak in the right-hand wheel well. The right-hand normal brake hydraulic fuse was found to be leaking fluid where the fuse was subsequently replaced as per the Aircraft Maintenance Manual (AMM) 32-41-72, making the aeroplane serviceable.

It was noted by maintenance that the manual bypass lever and its hold down plate were missing. Also the attachment screws which secure the hold down plate were both fractured.

Transport Canada Comments:

Transport Canada Civil Aviation would like to advise all Boeing 737 operators and maintainers of this possible brake fuse failure scenario. 🛠

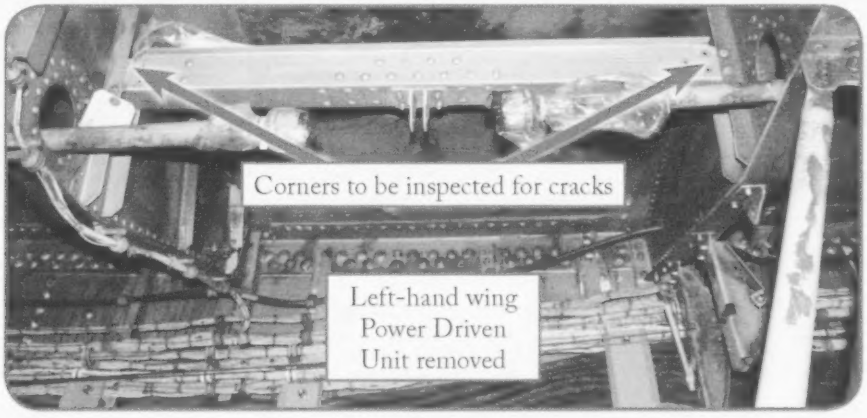
BOEING, 747 SPJ6 SDR # 20110421005

Flap Power Driven Unit Support Channel Crack

SDR submitted:

Upon removing the flap Power Drive Unit (PDU) for access, maintenance found the support beam channel of the PDU cracked. The part was removed for repair per Structural Repair Manual 51-40-03 and the aeroplane was made serviceable.

An inspection was called by the operator for all leading edge flap PDU support beam channels on the remaining fleet.



Transport Canada Comments:

The initiative to inspect the complete fleet taken by this operator in order to advert a potential flap system failure is a proactive and responsible approach to aviation safety. 🛠

BOEING, 767 375 SDR # 20110503004

Wire Harness Clamp Failure

SDR submitted:

During the operational check of the hydraulic Power Transfer Unit (PTU) system, arcing was observed at a wiring harness clamp approximately 60 centimeters (cm) (2 feet) from the right hand electric hydraulic pump power connector.

The operational check was stopped; the wiring clamp removed which revealed chaffing and arcing of the electric hydraulic pump wiring.

The wiring was repaired; its associated clamp properly reinstalled and the aeroplane was made serviceable.

Clamp damage due to its incorrect installation

Transport Canada Comments:

Correct clamping for all electrical harnesses is essential for the continued and safe operation of all systems.

When a harness is clamped, there should be enough compression to gently support the wiring but enough slack to allow for sideways movement. 🛠

CANADAIR, CL 215 6B11(CL415) SDR # 20110510002

Main Landing Gear Upper Support Lug Crack

SDR submitted:

During a scheduled gear inspection, maintenance found a 36 millimeter (mm) long by 5.5 mm deep crack on the forward left-hand lug of the upper member.

Transport Canada Comments:

Further investigation by the operator has found other similar cracks in their fleet. Canadair has been involved in ongoing corrective action and has released an Alert Service Bulletins (ASB) detailing the Liquid Penetrant Inspection (LPI) as well as Eddy Current (EC) inspection procedures. The LPI is detailed in Service Bulletin (SB) 215-A4450 and SB 215-A547. The EC inspection is detailed in SB 215-A4451 and SB 215-A548. Transport Canada has recently issued Airworthiness Directive CF-2011-35 mandating these inspections. 🛠

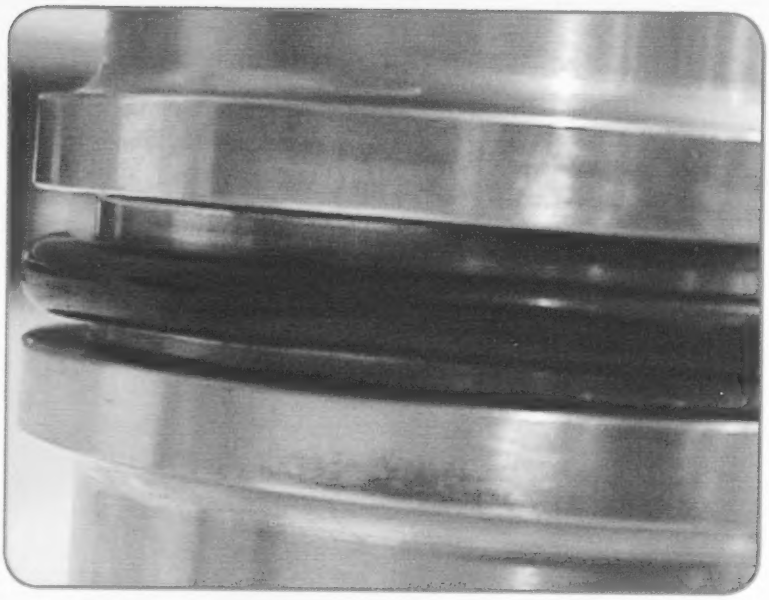
CANADAIR, CL 215 /415

SDR # 20110701003

Hydraulic Leaks Undetected

SDR submitted:

Maintenance had been adding a litre of hydraulic oil after every water bombing mission. They found the nose landing gear actuator relief valve, part number 150-323, assembly had been spraying hydraulic oil under pressure out of the valve's air vent hole when the nose landing gear was selected down. The actuator was removed and disassembled. Inspection found 2 O-rings severely damaged. Piston O-ring, part number MS28775-334, was split radially along the outside surface. The second O-ring, part number MS28775-225, had been rolled, cut and damaged. Any leakage out of the vent hole of the relief valve is a major cause for concern and the actuator should be removed for repair. Finding leaking oil in the nose wheel well area can be difficult as some water scooping operations may wash out the well.



Transport Canada Comments:

Any closed fluid system will lose some fluid. When an excessive amount needs to be added at regular intervals, it is an indication of a problem. In the above example, the washing of the nose compartment in scooping operations was likely masking the condition. Good job by the engineer who remained vigilant and discovered this snag. 🛠

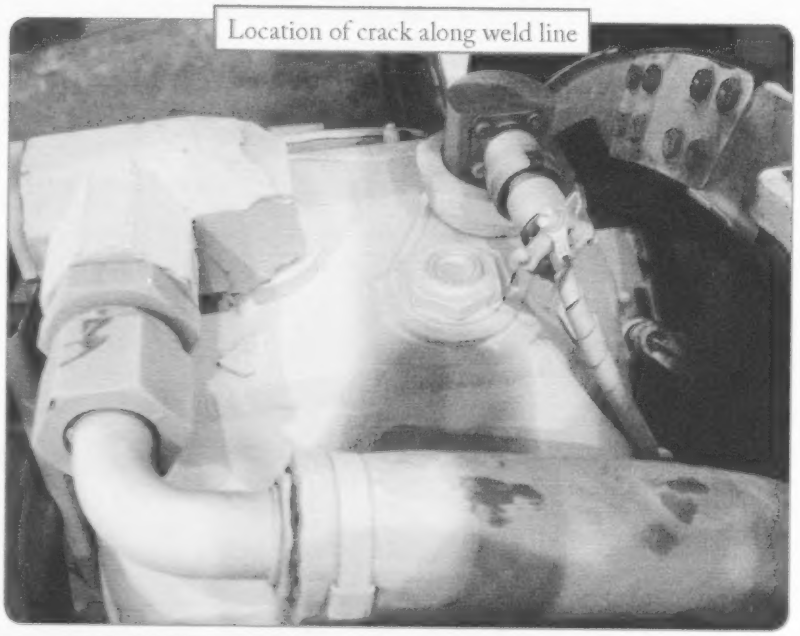
CANADAIR, CL600 2B19 (RJ100)

SDR # 20110502001

Cracked Oil Tank

SDR submitted:

During a routine maintenance, high oil consumption was noted on the right-hand engine. The initial investigation indicated an oil leak on the engine. The engine was cleaned and ground runs were carried out. A crack in the top weld of the oil tank was found. The right-hand engine oil tank, part number 5079T05G01, was replaced and the aeroplane was returned to service.



Transport Canada Comments:

While the use of dye penetrant developer is a great tool for locating leaks, precaution must be taken to ensure that the developer is not applied to any surface that it might be incompatible with. 🛠

CANADAIR, CL600 2D15 (705) SDR # 20110309001

Nose Landing Gear Door Failure

SDR submitted:

During a post flight walk around, the flight crew noticed damage to the aft Nose Landing Gear (NLG) door assembly. The aeroplane was grounded and a maintenance team dispatched.

Failed Nose Landing Gear door

After evaluation of the damages, the door assembly was removed and the aeroplane ferried to a maintenance base for repair. Visual inspection of the NLG area revealed that the aft door had sustained significant damage and needed replacement including both actuating rods. Also replaced was the NLG aft door drive bracket being bent and the steering control module.

The failure likely occurred during the gear extension of the flight as there was no abnormal noise or condition reported by the flight crew during flight.

Transport Canada Comments:

Transport Canada Civil Aviation is presently working with Bombardier Aerospace concerning this issue.

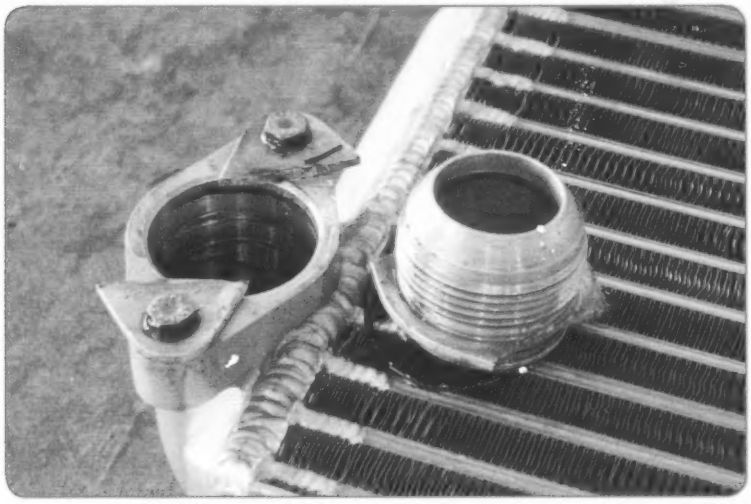
All operators and maintainers need to pay close attention to this area for condition and integrity.

DEHAVILLAND, DHC 8 102 SDR # 20110615005

Engine Oil Cooler – Broken Adaptor Fitting

SDR submitted:

The take-off was rejected (below 70 knots) when the left-hand engine oil pressure gauge indicated zero Pounds per Square Inch (PSI).



Maintenance soon discovered that the right-hand oil inlet tube adaptor fitting that connects to the left-hand oil cooler was broken and disconnected. This resulted in the loss of a substantial amount of oil in a very short period of time.

The oil cooler and the inlet fitting were replaced and the aeroplane returned to service. The oil cooler (part number 28E99-8) was only recently installed. It is suspected that the adaptor fitting may have had a hairline crack during the last installation. Please note that the adaptor fitting remains with the aeroplane when the oil cooler is replaced.

Transport Canada Comments:

Although fittings can suddenly fail without warning, it is important to always check for signs of oil leaks around the engine area.

#1 Hydraulic System Depletion

SDR submitted:

During climb; the crew observed that the #1 Hydraulic System was gradually depleting. Rather than return to the departure airfield, the pilot elected to continue on to the planned destination due to weather conditions and runway length considerations. Near the planned destination, the crew declared an "emergency" and landed without incident.

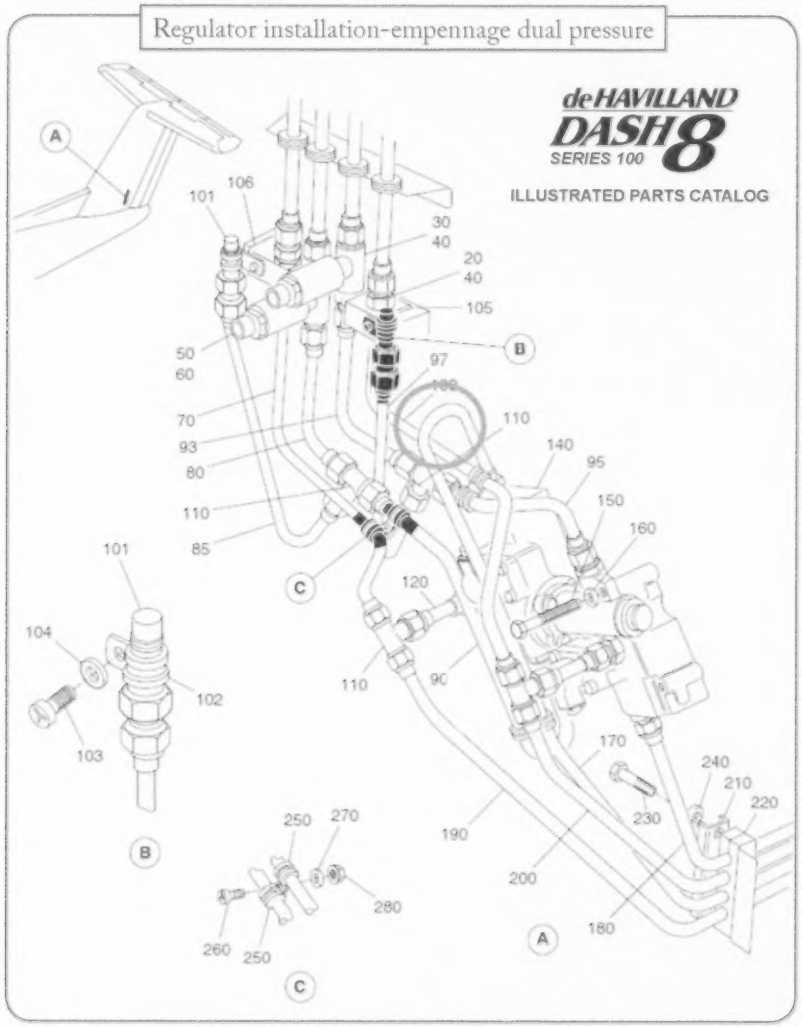
The loss of #1 Hydraulic System resulted in the loss of wing flaps, inboard roll spoilers, lower rudder actuator, normal braking and anti-skid function.

Maintenance personnel found that the leak originated somewhere in the tail section area. Further investigation revealed 3 pin holes on the pressure supply hydraulic tube that connects to the rudder dual pressure regulator. The holes are located on the outside of a 180-degree elbow. The defective hydraulic line and engine driven hydraulic pump were replaced and the aeroplane returned to service.

Transport Canada Comments:

Any bends in hydraulic tubing can result in stresses that can fail without notice. It is important to ensure bends do not exceed manufacturers' recommendations.

In this case, depletion of #1 hydraulic system presented the crew with a very challenging landing.



DEHAVILLAND, DHC 8 311

SDR # 20110620005

Dangers of Homemade Tooling

SDR submitted:

Aeroplane parts (propeller cuff) were found on runway. The parts were given to a local shop where the director of maintenance determined they were off of a Hamilton Sunstrand propeller (identified by the part number on the pieces found).

The director of maintenance contacted the aeroplane operators who use the airport. It was determined the part separated during the take-off. The aeroplane was identified and taken out of service for repair.

Investigation revealed the part may have been damaged from tooling used to remove the spinner during a propeller balance session. The tooling was located and a test conducted to determine if the tool (homemade) could have caused the damage. This was confirmed and the tool was removed from service. All personnel involved were given coaching to prevent reoccurrence. A new blade cuff was reinstalled. The aeroplane was returned to service.

Transport Canada Comments:

Instances such as the one above are most likely to occur when deviating from the manufacturer's approved tool list and/or procedures. Extra caution must be used, particularly when combined with the time constraints this industry often imposes. 🛠

DIAMOND, DA 20C1

SDR # 20110531005

Rudder 'S-tube' Wear

SDR submitted:

Prior to start-up, the pilot noticed that he wasn't able to adjust the rudder pedals. After a visual inspection, the Aircraft Maintenance Engineer (AME) noticed that the left pilot side rudder pedals 'S-tube' had the rudder cable protruding from one of the bends. Both pilot side rudder pedals were replaced and further inspection revealed that the right side had significant wear.

Rudder pedal 'S tube' wear

Transport Canada Comments:

According to the manufacturer, the only time the cables move through these tubes is during pedal adjustment. In a situation where an individual pilot is operating the aeroplane and little or no pedal adjustments are made, this should never be an issue. In a flight-training environment where many pilots are operating the machine, extra care must be taken by the maintainer to inspect this area carefully.

The manufacturer is looking into alternate lubricants that may help reduce wear. 🛠

DIAMOND, DA 42 SDR # 20110427001

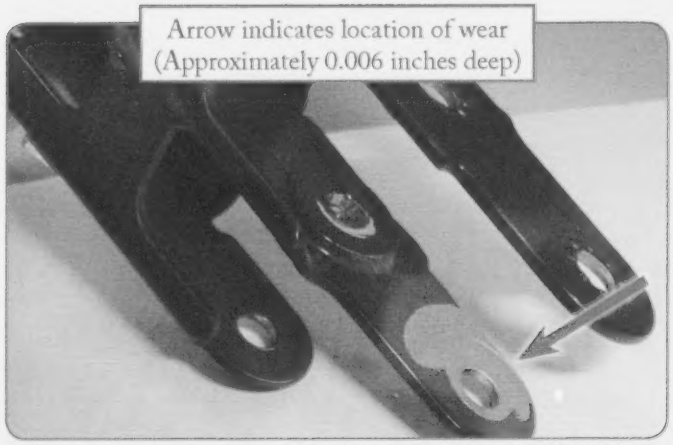
Flap Bellcrank Wear

SDR submitted:

The split flap bellcrank has a 0.1524 millimeters (mm) (0.006 inches) deep wear mark on the flap actuator lower arm. The material thickness in this area is 1.651 millimeters (mm) (0.065 inches). The wear was caused by interference with the flap actuator rod end. The combination of both the rod end alignment and bushing location can cause wear.

Transport Canada Comments:

This appears to be an area that could be difficult to detect any anomalies. Operators should be aware of this potential wear spot. 🛠



GROB-WERKE, G120A SDR # 20110412009

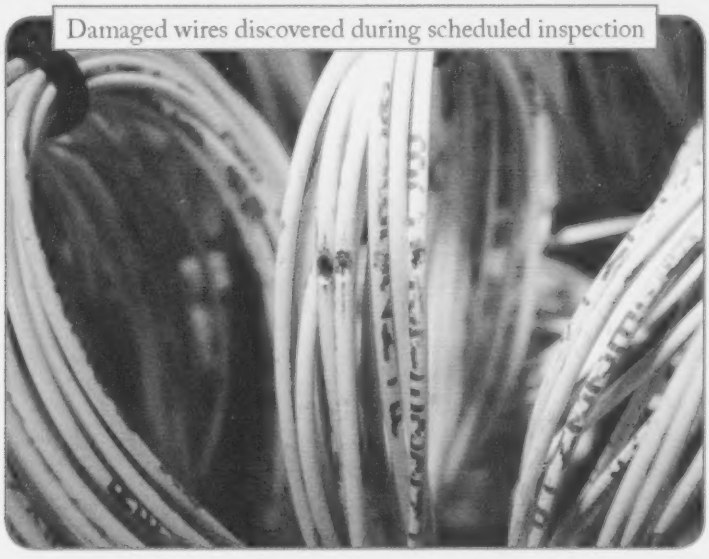
Chaffed wiring

SDR submitted:

Multiple wires on ground block module VN220, behind the right-hand instrument panel, were found with abrasion damage caused by chaffing on the engine instrument display. Several wires were found with the insulation damaged through to the conductor.

Transport Canada Comments:

Great job by the maintenance engineer who discovered this issue before it became a bigger problem. A fine example of vigilance and thorough inspection. 🛠



Spoiler Panel Quality Escape

SDR submitted:

During a routine wing spoiler panel change and installation, maintenance found the hinge holes on both replacement panels to be beyond serviceable diameter limits. They also found fasteners missing and holes not even drilled on all three mounts. Maintenance contacted the supplier and was told that they did an inspection of their stock of spoiler panels and found numerous issues with other spoiler boards.

This Service Difficulty Report was issued due to the fact that these defects could easily be overlooked by the installer.

Transport Canada Comments:

Through the co-operative research done with Learjet engineering and the Federal Aviation Authority (FAA), it was determined that the missing fasteners noted on the new spoiler panels were intentionally not installed in order to provide for initial fitting of the panel upon installation. Special spares kit # SSK 0936E provides the necessary work instructions and are to be complied with when installing and fitting new replacement spoiler panels.

Also confirmed with Learjet engineering, the hinge hole size was incorrect and is considered a quality escape to which all affected spoiler panels were purged and quarantined from stock.

Learjet is planning to issue a Service Bulletin to address this issue for all in-service operators along with an Aircraft Maintenance Manual (AMM) revision to reflect correct spoiler panel installation procedures. 🛠

Engines

Engine nonpreservation contributing factor in fatal crash

Subject:

The following text is taken from the Transportation Safety Board of Canada, Aviation Investigation Report A07C0114. The full text is available at:

www.tsb.gc.ca/eng/rapports-reports/aviation/2007/index.asp

"The pilot of the Eurocopter AS 350 B-2 helicopter was ferrying the helicopter, with one passenger. An electronic flight notification was sent by the passenger to another member of his survey company indicating an arrival time of 1905 Central Standard Time. When the helicopter did not arrive, the survey company initiated emergency procedures at 1945. Debris was found the following day in Bernick Lake, approximately 25 nautical miles (nm) southwest of Points North Landing. The helicopter was found at the bottom of the lake with extensive damage and both occupants sustained serious injuries at water impact, but drowned when the helicopter sank."

Investigation revealed the following:

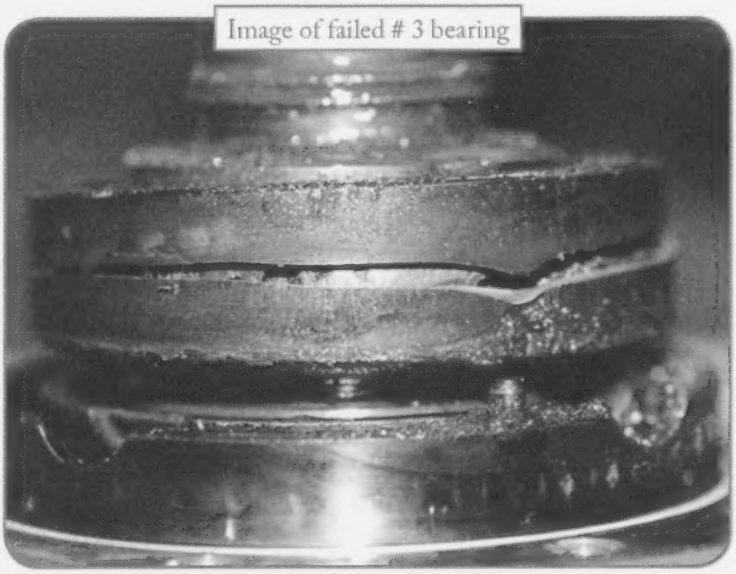
"The engine (Honeywell LTS101-700D-2, serial number LE-46040C) was removed from the airframe and sent to the TSB Engineering Laboratory for teardown…

The number two bearing was examined visually and localized areas of corrosion were noted. Rub marks were found in the corrosion and the pit edges on the rollers. Inner ring was burnished and plastically deformed, indicating that the number two bearing was operated for some time subsequent to the formation of the corrosion pits. The number three bearing was destroyed.

The engine was a rental engine and had been installed on 17 June 2007. At the time of installation the engine had zero time since overhaul and 6728 hours since new. At the time of the accident, the engine had flown an additional 74.5 hours. There were no reports of engine magnetic chip-detector actuation in the period before the accident. The engine had been in storage and was not operated during the period from 28 May 2004 to 06 June 2007. Both the number two and number three bearings examined were in the engine during this period of time.

The corrosion had to occur when the engine was idle for a period of time and was not stored in accordance with the manufacturer's procedures. Because both bearings were installed in the engine and as there are no records indicating that the engine had been preserved in accordance with the maintenance manual from 28 May 2004 to 06 June 2007, the corrosion likely occurred during this period"

Image of failed # 3 bearing



Transport Canada Comments:

Regardless of how insignificant a maintenance action or procedure may seem it could have major consequences at a future point in time. In the above example, procedures were not followed resulting in a latent condition that led to a catastrophic failure.

When an appliance or part is received for installation, one might assume that the part is serviceable (as long as it has the appropriate documentation). It can be difficult or impossible to know how long it has been in storage or if the manufacturer's storage procedures were followed. As aviation professionals, we must be aware of all operating requirements for the equipment we maintain.

PRATT & WHITNEY CANADA, PT6A27 SDR # 20110705002

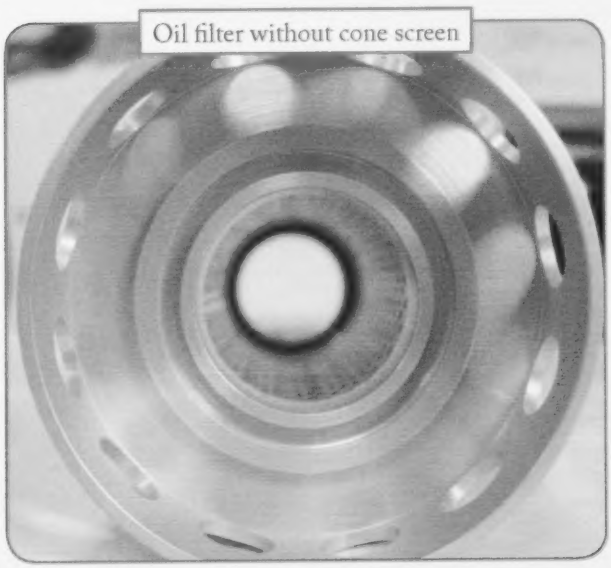
Inspect New Parts Prior to Install

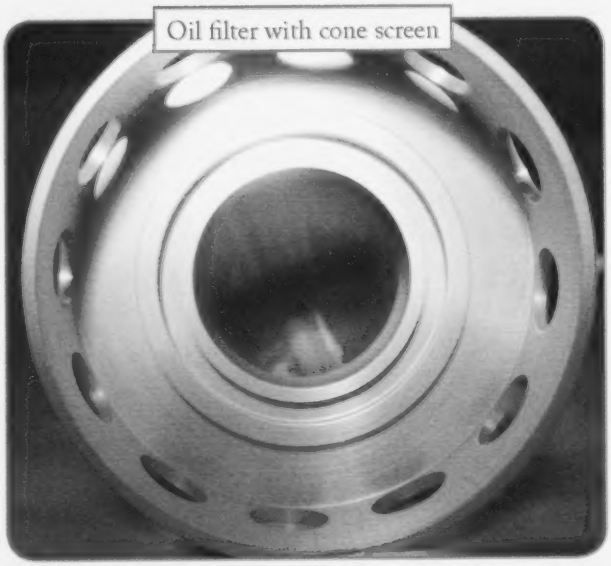
SDR submitted:

When an apprentice engineer received an oil filter Parts Manufacturer Approval (PMA) part number 7579522AM, equivalent to Pratt & Whitney Canada part number 3024084 or 3033315, from the company's store department, he noticed that the fine cone shaped screen was missing from the end of the filter, that is first inserted into the oil filter housing. This is the first filter that the company has found with the cone screen missing from that type of oil filter. The remaining stock of oil filters in the store's department were inspected and found serviceable.

Transport Canada Comments:

Excellent job on the part of the apprentice to discover this defect! This is a good example of remaining vigilant. 🛠


Oil filter without cone screen


Oil filter with cone screen

TELEDYNE CONTINENTAL IO-240-B SDR # 20110512001

Worn Throttle Lever Spline

SDR submitted:

During cruise flight, the pilot tried to reduce the power to idle, when he discovered that he was unable to, he returned to home base. An uneventful landing was accomplished using mixture idle cut-off. Upon inspection of throttle linkage, it was discovered that the splines on the throttle lever and shaft were worn. It is speculated that the lever was installed on the shaft with splines misaligned. After an undetermined amount of time, the splines may have realigned themselves with some 'play' in actuation, causing additional wear to continue until such a time that the lever would rotate on the shaft without rotating the lever. Originally, Teledyne Continental Motors (TCM) had no splines on the lever, however it was made from a softer material (bronze), allowing it to 'set' in place on the throttle shaft.

Transport Canada Comments:

A simple task likely carried out many times in the past, and then a small design change created the potential for an accident. 🛠

DORNIER, 228 202

SDR # 20110707005

Elevator In-flight Failure

During climb out through 5000 feet, the flight crew began feeling elevator vibration and then heard a loud bang followed by mild elevator oscillations. Immediately following the bang, the pilot flying (captain) commenced a level off flight and reduced power to maintain at or below 120 knots. The aeroplane was easily controllable and it was found that the elevator oscillations, approximately 2.54-5.08 centimeters (cm) (1-2 inches) of uncommanded elevator travel, diminished further at 120 knots speed.

Air Traffic Control (ATC) was advised that they were troubleshooting a flight control problem and that they would proceed in a holding pattern. The crew carried out a controllability check by extending the landing gear while maintaining 120 knots and no abnormal control tendencies were noted.

The crew declared an emergency and intentions with ATC, along with their pertinent details of fuel, souls on board, and dangerous cargo. They then conducted a no flap approach to maintain 120 knots until touchdown and landed without incident where they were met by maintenance at the ramp.

Upon maintenance inspection, it was found that a substantial portion of the right-hand elevator fabric skin had come loose. The elevator fabric failed through delamination and separated from the structure of the control surface, causing the airframe buffeting and uncommanded elevator oscillations.

The horizontal stabilizer, elevator control system, and empennage of the aeroplane, were all inspected and found serviceable. The right-hand elevator was removed and a serviceable elevator was installed and the aeroplane was returned to service.

Transport Canada Comments:

It is essential that fabric covered aeroplane surfaces, and in particular to this incident, polyester fabric flight control surfaces, are to be kept in a water tight and secure condition.

Any form of imperfection with a fabric surface will promote the possibility of contamination and delamination damage.

Dornier Aircraft Maintenance Manual 51-70-20 provides the inspection and repair requirements to prevent possible icidents such as this. 🛠

PILATUS PC-12 /47

SDR # 20110530011

Electrical Failure With Single Engine Operation

After take-off, the first officer attempted to select gear up but could not due to the gear handle release solenoid. Shortly thereafter, the captain's Electronic Flight Instrument System (EFIS) screens went blank. The captain initiated a visual circuit and landing. The first officer's screens went blank and they noticed the Crew Alert Warning System (CAWS) panel indicated "gen 1 off", non-essential bus. The crew had lost the radios, screens and other components were beginning to dim. Fortunately, the pilots were able to perform a safe landing.

During troubleshooting it was discovered that the starter relay had engaged as soon as they took off and drained the battery. It was found that the auto start system (starter timer) had failed and powered the starter relay in flight.

This disengaged "gen 1" thus running off battery power only. (Auto start is an internal feature of the Engine Instrument System (EIS) screen on the pc-12/47.) The EIS screen and starter solenoid was replaced.

Transport Canada Comments:

This condition is potentially dangerous. Operators and maintainers need to be aware of the possibility of total electrical system failure. 🛠

Equipment Airworthiness Directives (ADs)

Transport Canada (TC) endeavours to send copies of new Airworthiness Directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

Aircraft Maintenance Engineers (AMEs) and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local Transport Canada Centre (TCC), their Principal Maintenance Inspector (PMI), or from the Civil Aviation AD website at: www.tc.gc.ca/cawis-swimn

Manufacturer	AD Number	Origin	Description
Apical Industries Inc.	2011-25-01	United States	Emergency Float Kit - Supplemental Type Certificate (various)
Koito Industries Ltd.	2011-12-01	United States	Failure of the escape slide
Pratt & Whitney - Canada	CF-2011-40	Canada	Separation of Turbine Exhaust Duct Flanges
Texas Turbine Conversions, Inc.	2011-12-02	United States	Failure in the escape slide
Société de Motorisations Aéronautique	2008-0078	European Union	Engine Air - Air Inlet Manifold Hose Clamps - Inspection
SMS (Trading as Cobham Avionics)	2011-0239	European Union	ATA 34 - Navigationû Radio Altimeter Indicatorû Modification
Diamond Aircraft Industries	2011-21-10	United States	Vapor Cycle System Installed as per Supplemental Type Certificate
Timken Alcor Arospace Technologies Inc.	2011-25-12	United States	Failure of a certain Parts Manufacturer Approval sun gear

Special Airworthiness Information Bulletins (SAIBs)

A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).

SAIB Number	Make/Company	Subject	Issue Date
Federal Aviation Authority - *www.faa.gov/aircraft/safety/alerts/SAIB/*			
CE-11-58	Zenair Ltd.	Landing Gear, Nose: Zenair CH2000 Nose Landing Gear Weld Cracking	9/27/2011
CE-11-29R1	Cessna Aircraft Company	Flight Control System	9/27/2011
CE-11-59	Alenia Aermacchi S.p.A. Industrie	Engine Fuel and Control: Fuel Selector Valve and Fuel Shut Off Cock	9/28/2011
SW-11-61	Honeywell International	Honeywell (formerly Bendix King) KRA 405B Radio Altimeter	9/29/2011
NM-11-60	Hawker Beechcraft Corporation	Landing Gear	9/29/2011
NE-06-31R5	Lycoming Engines	Engine Lubricating Oils	10/19/2011
CE-12-01	Extra Flugzeugproduktions- und Vertriebs- GmbH	Flight Controls: Rudder Cable Maintenance	10/24/2011
CE-12-02	Cessna Aircraft Company	Alternative Method of Compliance to Airworthiness Directive 2001-06-17	10/24/2011
CE-12-03	Cessna Aircraft Company	Fuel Control; Engine Performance with the Throttle Control at Idle	10/26/2011
NE-12-04	Pratt & Whitney Canada Corp.	Turbine/ Turboprop Engine: Reduction Gearbox	11/1/2011
CE-12-06	General Aviation	Aircraft Fuel System; water contamination of fuel tank systems	11/2/2011
CE-12-05	Piaggio Aero Industries S.p.A.	Navigation: Water freezing in Pitot-Static System	11/2/2011
HQ-12-07	Avox Systems, Inc.	Emergency Equipment – Contaminated Iodine Wipes	11/3/2011
CE-12-08	M7 Aerospace LP	Flight Controls, Elevator Control System	11/8/2011
CE-12-09	Diamond Aircraft Industries Inc	Landing Gear, Nose: Diamond DA20 Nose Landing Fork Assembly	12/22/2011
European Aviation Safety Agency - *ad.easa.europa.eu/sib-docs/page-1*			
2011-25		Repair and/or Fabric Recovering of Rudder and Elevator	9/16/2011
CE-11-57	Air Tractor, Inc.	AT-400 and AT-402 Series Aeroplanes - Engine Mount Section	9/16/2011
SAFO11008	Robinson Helicopter Co.	R44 helicopters - Hydraulic Flight Control System Boost Servos	9/19/2011
NM-11-60	Hawker Beechcraft (formerly Raytheon, British Aerospace)	BAe125 and Hawker Series aeroplanes - Nose Landing Gear Drag Stay Assembly	10/4/2011
SW-11-61	Honeywell International (formerly Bendix King)	KRA 405B Radar Altimeter - Erroneous Altitude Information	10/5/2011
AV 11_2011	Embraer	ERJ 170/175 and ERJ 190/195 Aeroplanes - Flap or Slat Torque Tubes Improper Installation	10/6/2011
NE-06-31R5	Lycoming Engines	O-320 and (L)(T)O-360 series Engines - Approved Lubricating Oils - AMOC to FAA AD 80-04-03R2	10/20/2011
2011-26	Bombardier (formerly Canadair)	CL-600-2B19 - Heading Deviations	10/21/2011
CE-12-02	Cessna Aircraft Company	172R/172S- Alternative Method of Compliance (AMOC) for FAA AD 2001-06-17	10/25/2011
CE-11-29R1	Cessna Aircraft Company	414A and 421C, if modified by S-TEC Corporation STC - Flight Control System	10/25/2011
CE-12-03	Cessna Aircraft Company	172R and 172S Fuel Control; Engine Performance with the Throttle Control at Idle	11/2/2011
CE-12-08	M7 Aerospace (formerly Fairchild, Swearingen)	SA226 and SA227 aeroplanes - Elevator Control System	11/9/2011
2009-39R1		Contaminated Halon 1211 (BCF) and 1301 (BTM) Supplies	11/10/2011
HQ-12-07	Avox Systems, Inc.	First Aid Kits - Contaminated Iodine Wipes	11/14/2011
2011-27		Suspect (Bogus - Counterfeit) Integrated Circuits	11/18/2011
NM-11-48	Learjet Inc.	31, 31A, 35, 35A, 36 and 36A aeroplanes - Wing Transverse Duct Assembly	11/21/2011

SAIB Number	Make/Company	Subject	Issue Date
European Aviation Safety Agency - *ad.easa.europa.eu/sib-docs/page-1*			
CASA-2011-08	Bell Helicopter Textron Canada (BHTC)	206L Series Helicopters - Main Rotor Blade Separation In-Flight	11/21/2011
UPN2011-20110418007	Master Machine Products	Bushings (P/N BACB28AT07D030C) manufactured by Master Machine Products in Monrovia, California (USA) and sold by First Wave Aviation in Tulsa, Oklahoma (USA)	11/22/2011
2011-29	Bombardier	Operation of CRJ 100/200/440 and Challenger 850 and 600 series aircraft in cold weather or icing conditions during take-off.	12/6/2011
2011-28	Airbus	A318/A319/A320/A321 aeroplanes - Maintenance of Emergency Evacuation Systems	12/8/2011
CASA-2011-07	Diamond Aircraft Industries Inc	DA20 aeroplanes - NLG Fork Assembly Inspection / Replacement	12/19/2011
2011-30	Eurocopter	EC 120 / EC 130 helicopters - Risk of Flight Control Jamming due to lack of Cyclic Friction	12/22/2011
2012-02	Continental	(L)TSIO-360 Engines - Air Reference Tube failures	1/5/2012

Service Difficulty Reports (SDRs)

LEGEND

JASC: Joint Aircraft System Code number defining assembly/system/components

SDR No.: Transport Canada Civil Aviation (TCCA) -assigned SDR control number — please quote in any correspondence or inquiries

Region (RGN): TCCA region of SDR submitter:

PAC = Pacific
PNR = Prairie and Northern
ONT = Ontario
QUE = Quebec
ATL = Atlantic
NCR = Ottawa (Headquarters)
VAR = Various

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
AIRCRAFT						
AEROSPATIALE						
AS 350	0	CONTROL LEVER	350A33152600	USED	20111202005	ATL
AS 350B	0	FUEL PRESSURE TRANSMITTER	642792002	LEAKING	20111215001	QUE
AS 350B2	0	START DRAIN VALVE	174078030	LEAKING	20111208012	ONT
AS 350B2	2821	AFT MACHINING	112104105	UNSERVICEABLE	20111027002	PNR
AS 350BA	5532	TRAILING EDGE SKIN	350A14002260	CRACKED	20111031002	QUE
ATR 72 212	3350	EMERGENCY LIGHT POWER SUPPLY	3012000	BURNT	20111020002	ONT
AIRBUS						
A310 308	2530	OVEN	67254M	BURNT	20111026013	QUE
A319 112	5610	WINDOW HEAT COMPUTER	66642870	SHATTERED	20111115003	QUE
A319 114	2780	SLAT CONTROL		RESET	20111111004	QUE
A319 114	2781	WING TIP BRAKE	831A000005	FAILED	20111103009	QUE
A319 114	2910	B NUT	AE7074203	FAILED	20111019014	QUE
A319 114	2910	HYDRAULIC SYSTEM		LEAKING	20111111003	QUE
A319 114	2910	HYDRAULIC YELLOW SYSTEM		LEAKING	20111219012	QUE
A319 114	2910	PRESSURE LINE		FAILED	20111003006	QUE
A319 114	3610	BLEED PRESSURE REGULATOR VALVE	6714D060000	FAILED	20111205004	QUE
A320 211	2213	FUEL CONTROL UNIT	C12850AC02	FAILED	20111005004	QUE
A320 211	2530	OVEN		BURNT SMELL	20111005005	QUE
A320 211	2750	WINGTIP BRAKE		RESET	20111103008	QUE
A320 211	2780	SLAT ACTUATOR	830A000002	RESET	20111021004	QUE
A320 211	2782	SLAT ROTARY ACTUATOR #6	830A000004	TRIPPED	20111123003	QUE
A320 211	2930	LOW LEVEL SWITCH	D90ST2004000	FAILED	20111019013	QUE
A320 211	3230	GEAR SELECT MANIFOLD		CRACKED	20111027003	QUE
A320 211	3520	OXYGEN MASKS	17408096	FAILED	20111005006	QUE
A321 211	2800	MODE SELECTOR SWITCH	E0415C3LM004	UNSERVICEABLE	20111115001	QUE
A330 343	2160	FLOW CONTROL VALVE	964A000004A	FRACTURED	20111221002	QUE
BAE - (RAYTHEON)						
HAWKER 800XP	3497	TERMINAL		CORRODED	20111028008	PNR
BAE - UK						
3112	2620	EXTINGUISHING SYSTEM		CHAFFING	20111114008	PNR
3112	2721	RUDDER TRIM CABLES		INCORRECTLY INSTALLED	20111011015	PNR
3212	2721	UNIVERSAL JOINT	137437E401	SEPERATED	20111213009	PNR
BEECH						
1900C	2701	BOB-WEIGHT STOP BRACKET	1015241097	MISALIGNED	20111114012	PAC

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
1900D	2100	INSULATOR	7654131	CRACKED	20111216002	ATL
1900D	2730	STABILIZING WEIGHT	1015241433	DAMAGED	20111213005	ATL
1900D	2730	WEIGHT ASSEMBLY	11452406117	DAMAGED	20111212006	ATL
1900D	2730	WEIGHT ASSEMBLY	11452406117	DAMAGED	20111222010	ATL
1900D	3220	UPPER SHOCK TUBE	11482002213	CORRODED	20111117002	PNR
200	3210	LANDING GEAR MOTOR	11538000025	UNSERVICABLE	20111121011	PNR
200	3246	BEARING	21400100	FAILURE	20111027004	ONT
200	5610	WINDSHIELD	10138402523	BURNT	20111107003	PNR
A100	2750	FLAP MOTOR	1005240731	USED	20111118001	PNR
A100	5210	CHANNEL	50430043619	CRACKED	20111108004	QUE
A100	5753	FLAP TRACK	501600183	BROKEN	20111116006	QUE
B200	3610	PNEUMATIC LINE	131823H	MELTED OFF	20111003013	PNR
B200	5330	WING SKIN	5011002593	USED	20111219019	PNR
B200	5341	BATHTUB FITTING	351150595	DAMAGED	20111114011	PNR
B200	7400	IGNITOR	CH34055	USED	20111219007	PNR
B300	5280	ATTACH FITTING REINFORCING	5082017933	CRACKED	20111124007	PNR
B300	7530	BLEED AIR FIREWALL VALVE		BROKEN	20111114013	PNR
C90A	5412	CONNECTOR	MS3456KT367	BROKEN	20111129007	ONT
C99	3230	DOWN LOCK HOOK	508103385	CRACKED	20111027005	PNR
BELL TEXTRON - CAN						
206B	5302	BULKHEAD	206030446001F	CRACKED	20111020004	PAC
206B	6210	MAIN ROTOR BLADE	206010200133	FAILING	20111129011	PAC
206B	6310	FREEWHEEL ASSEMBLY	206040270	MAKING METAL	20111109010	PNR
206L 4	6520	OUTPUT SEAL	406340105101	NEW	20111012005	ONT
222U	0	ARM ASSEMBLY	222031604129	DAMAGED	20111130011	PAC
407	0	STATIONARY INNER RING	406010410121	CRACKED	20111104007	PAC
407	6210	MAIN ROTOR BLADE	407015001137	DELAMINATED	20111013007	PAC
407	6220	SHEAR BEARING	407310101105	DEBONDED	20111026003	PAC
412CF	6220	BEARING	412010187101	DELAMINATED	20111014001	QUE
412CF	6220	SPINDLE BEARING	412010105101	DELAMINATED	20111026006	QUE
429	0	BONDING CABIC	300332315CH	NEW	20111103011	ONT
429	0	PITCH LINK BEARING	429010108101	FAILED	20111115015	QUE
429	7800	EXHAUST EJECTOR BLANKET	429363111102	SEPERATED	20111109011	QUE
BELL TEXTRON - USA						
205A 1	0	MAIN ROTOR BLADE	212015501115	CRACKED	20111220005	PNR
212	0	FITTING	212040106105	SCRAP	20111104008	PNR
212	3210	CROSSTUBE	205050400063	FAILED	20111018004	QUE
BELLANCA						
7GCBC	2810	LEFT HAND FUEL TANK	71449	CRACKED	20111026005	PNR
8GCBC	2810	TANK - INBOARD RIGHT	71493R	CRACKED	20111115013	PNR
BOEING						
727 200	2613	DETECTOR	356644400	FAILED	20111025007	PAC
727 225	2740	CRUISE TRIM ACTUATOR	56024003	INCORRECTLY WIRED	20111017003	ONT
727 260	2721	RUDDER MODULE	65178234	BY-PASSING	20111212015	ONT
737 275C	5753	FLAP SPINDLE	654782130	SHEARED	20111012011	PNR
737 6CT	5297	S961 (AFT CARGO DOOR INDICATOR)	10622151	UNSERVICEABLE	20111208015	PNR
737 6CT	5610	CAPTAIN'S #1 WINDOW	5893543149	SERVICEABLE	20111114009	PNR
737 76N	3414	AIR DATA INERTIAL REFERENCE UNIT		RESET	20111118008	PNR
737 76N	5210	GUIDE ARM ROD END	BACB10A223L	SHEARED	20111219011	PNR
737 7CT	2131	CABIN PRESSURE CONTROLLER	71211997101AC	FAILED	20111116009	PNR
737 7CT	2742	MOTOR STABILIZER TRIM	6355C000101	UNSERVICEABLE	20111031003	PNR
737 7CT	2751	FLAP SKEW SENSOR	90004212	UNSERVICEABLE	20111202003	PNR
737 7CT	2751	FLAP SKEW SENSOR	90004212	UNSERVICEABLE	20111213010	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
737 7CT	3040	WINDOW HEAT CONTROL UNIT	8300005604	DIRTY	20111107007	PNR
737 7CT	3830	VACUUM BLOWER MOTOR	6451722	FAILED	20111107005	PNR
737 7CT	5610	WINDOW HEAT CONTROLLER	8300005604	UNSERVICEABLE	20111114010	PNR
737 7CT	5610	WINDOW HEAT CURLY CORD	ABC57021	UNSERVICEABLE	20111026010	PNR
737 81Q	3246	BOLT	2613109	BROKEN	20111109007	ATL
737 8BK	0	CONNECTOR		CHAFING	20111229002	ONT
737 8BK	4930	FUEL MANIFOLD	38838362	CRACKED	20111223005	ONT
737 8CT	2520	RADIO FREQUENCY DISTRIBUTOR AMPLIFIER	3042849101	FAILED	20111130010	PNR
737 8CT	2730	COMPUTER ELEV/ RUDDER FEEL	162700100	INTERMITTENT	20111108006	PNR
737 8CT	3120	AUDIO SELECTOR PANEL	5145177	FAILED	20111011011	PNR
737 8CT	5610	CAPTAIN'S #2 SLIDING WINDOW	141A48107	SHATTERED	20111215006	PNR
757 28A	0	CLAMP ASSEMBLY	BC1083074S	BROKEN	20111228002	ATL
757 2B7	3417	AIR DATA COMPUTER	4040800912	NO VISIBLE DAMAGE	20111201010	PNR
767 375	2410	INTEGRATED DRIVE GENERATOR	739515C	FAILED	20111026011	QUE
BOMBARDIER						
BD 100 1A10	2150	AIR CYCLE MACHINE	3471A020000	FAILED	20111025001	QUE
BD 100 1A10	2612	FIRE DETECT ELEMENT	44670134	NO VISIBLE DAMAGE	20111012009	QUE
BD 100 1A10	2722	RUDDER POWER CONTROL UNIT	C61701003	LEAKING	20111208004	QUE
BD 100 1A10	3230	PROXIMITY SENSOR		FAILED	20111122001	QUE
BD 100 1A10	3230	SELECTOR VALVE	41220103	DEFECTIVE	20111109003	QUE
BD 100 1A10	520	NO PARTS		STALL	20111021008	QUE
BD 100 1A10	5210	CAM FOLLOWER		BROKEN	20111115012	QUE
BD 700 1A10	2450	ALTERNATING CURRENT POWER CENTER	GL51211011	FAILED	20111103014	QUE
BD 700 1A10	2742	PITCH TRIM ACTUATOR	GT41240015	DAMAGED	20111103002	QUE
BD 700 1A10	2910	TUBE ASSEMBLY	GD47812031	FAILED	20111103004	QUE
CL600 2B19 (RJ100)	2110	AIR CYCLE MACHINE	78279015	FAILED	20111116003	QUE
CL600 2B19 (RJ100)	2130	DUCT	601R9521553	FAILED	20111205011	QUE
CL600 2B19 (RJ100)	2710	AILERON SYSTEM		STIFF	20111021006	ATL
CL600 2B19 (RJ100)	2710	PULLEY	600908004	STIFF	20111021005	ATL
CL600 2B19 (RJ100)	2710	PULLEYS	600908002	SEIZED	20111021003	ATL
CL600 2B19 (RJ100)	2722	RUDDER POWER CONTROL UNIT	274001	LEAKING	20111221001	QUE
CL600 2B19 (RJ100)	2730	ELEVATOR CONTROL		JAMMED	20111209003	QUE
CL600 2B19 (RJ100)	2750	BRAKE PRESSURE SENSOR UNIT	855D10013	FAILED	20111205010	ATL
CL600 2B19 (RJ100)	2820	TUBE ASSEMBLY	601R6240121	CRACKED	20111209006	ATL
CL600 2B19 (RJ100)	3197	WIRE	1FP9F22BLU	BURNT	20111222002	ATL
CL600 2B19 (RJ100)	3230	MICROSWITCH	604EN1436	INTERMITTENT	20111026001	ATL
CL600 2B19 (RJ100)	3230	SELECTOR VALVE	601R751461	FAILED	20111114005	ATL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL600 2B19 (RJ100)	3230	SELECTOR VALVE	750005000	FAILED	20111121002	ATL
CL600 2B19 (RJ100)	3230	SELECTOR VALVE	750006000	FAILED	20111202001	ATL
CL600 2B19 (RJ100)	3230	SPRING	16227101	BROKEN	20111121004	PAC
CL600 2B19 (RJ100)	3231	BASE	6008610411	CRACKED	20111125002	ATL
CL600 2B19 (RJ100)	3260	PROXIMITY SWITCH		ICED	20111212012	ATL
CL600 2B19 (RJ100)	3610	BLEED DUCT		IMPROPER INSTALLATION	20111108001	QUE
CL600 2B19 (RJ100)	5220	DOOR	601R330501	CORRODED	20111215003	ATL
CL600 2B19 (RJ100)	5312	PRESSURE BULKHEAD		CRACKED	20111220002	ATL
CL600 2B19 (RJ100)	5330	AIRCRAFT SKIN		CRACKED	20111222003	ATL
CL600 2B19 (RJ100)	5330	DOOR SKIN LANDING	60033052	CRACKED	20111005009	ATL
CL600 2B19 (RJ100)	5330	DOOR SKIN LANDING	600330529	CRACKED	20111005007	ATL
CL600 2B19 (RJ100)	5610	WINDSHIELD LEFT HAND	139321003	SHATTERED	20111011009	QUE
CL600 2B19 (RJ100)	5610	WINDSHIELD LEFT HAND	NP1393215	SHATTERED	20111109001	ATL
CL600 2B19 (RJ100)	5610	WINDSHIELD RIGHT HAND	601R3303314	SHATTERED	20111124004	ATL
CL600 2B19 (RJ100)	5720	ANGLE	601R100111314	CRACKED	20111125005	ATL
CL600 2B19 (RJ100)	5720	ANGLE	601R100111314	CRACKED	20111125006	ATL
CL600 2B19 (RJ100)	5720	ANGLE	601R100111314	CRACKED	20111222009	ATL
CL600 2B19 (RJ100)	5720	ANGLE	601R1001113A	CRACKED	20111116010	ATL
CL600 2B19 (RJ100)	5720	ANGLE	601R1001114A	CRACKED	20111117009	ATL
CL600 2B19 (RJ100)	5730	WING PLANK	601R10046	CRACKED	20111214008	QUE
CL600 2B19 (RJ440)	2750	FLAP SYSTEM		FAILED	20111216001	QUE
CL600 2C10 (RJ700)	2120	MACHINE AIR CYCLE	GG670950095	SEIZED	20111003007	QUE
CL600 2C10 (RJ700)	2150	AIR CYCLE MACHINE	GG6708722	FAILED	20111205008	QUE
CL600 2C10 (RJ700)	5610	SIDE WINDOW	NP1393229	SHATTERED	20111005002	QUE
CL600 2C10 (RJ700)	5610	WINDSHIELD	1393226	SHATTERED	20111209004	QUE
CL600 2C10 (RJ700)	5610	WINDSHIELD	NP13932114	SHATTERED	20111214007	QUE
CL600 2C10 (RJ700)	5610	WINDSHIILED	601R3303313	SHATTERED	20111213004	QUE
CL600 2D15 (705)	2120	AIR CONDITIONING SYSTEM		SMELL	20111219002	ATL
CL600 2D15 (705)	2750	TORQUE TUBE	59113602	CHAFFED	20111216004	ATL
CL600 2D15 (705)	2910	HOSE ASSEMBLY	AE7178121	CHAFFED	20111101004	ATL
CL600 2D15 (705)	3210	SPRING	493183	BROKEN	20111123001	ATL
CL600 2D15 (705)	3340	LENS	9EL41051106	CRACKED	20111212011	ATL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
CL600 2D15 (705)	3610	PRESSURE REGULATING AND SHUT OFF VALVE	GG67080002	FAILED	20111215002	ATL
CL600 2D24 (RJ900)	2530	GALLEY EQUIPMENT		BURNT	20111111002	QUE
CL600 2D24 (RJ900)	2740	MODULAR COMPONENT UNIT	70744	FAILED	20111123009	QUE
CL600 2D24 (RJ900)	3210	MAIN LANDING GEAR LEG	4905016	CRACKED	20111122002	QUE
CL600 2D24 (RJ900)	3251	ELECTRONIC CONTROL UNIT	4480000601	FAILED	20111205009	QUE
CL600 2E25 (RJ1000)	5751	SEAL	601R1024446	BENT	20111102004	QUE
CANADAIR						
CL600 2A12(601)	5310	WINDSHIELD LOWER SILL	604330353	CRACKED	20111216007	QUE
CL600 2B16(604)	2410	INTEGRATED DRIVE GENERATOR	731759C	FAILED	20111202004	QUE
CESSNA						
152	3222	NOSE FORK	442503497	CRACKED	20111103013	ONT
152	3300	LANDING LIGHT SWITCH	C9065	STIFF	20111013004	ONT
152	5510	RIGHT HAND SKIN	43200154	CRACKED	20111021010	PNR
172L	5753	FLAP TRACK/ RIB ASSEMBLY	52323113	CRACKED	20111004009	PAC
172N	3245	TIRE TUBE	XA1AD600X6	SPLIT	20111201008	ONT
172N	5753	RIGHT FLAP	52390138	TORN	20111208009	ONT
172R	2701	BULKHEAD	51336012	ELONGATED HOLE	20111101007	PNR
172S	2710	AILERON CABLE	510105364362	WORN	20111118004	ONT
172S	2710	AILERON CABLE	510105365	WORN	20111003004	ONT
172S	2710	AILERON CABLES	510105362364	WORN	20111118005	ONT
180J	5753	LOWER BULKHEAD	512133	TORN	20111005003	PAC
182P	3246	FLOAT STRUT	30A02000195	USED	20111117003	PAC
208B	2752	FLAP ACTUATOR	99105864RX	UNSERVICEABLE	20111121010	PNR
208B	3213	LOWER STRUT FITTING	26210091	USED	20111117004	PAC
550	7603	RETURN SPRING	556580310	USED	20111118018	PNR
560	3251	LOCK NUT	MS210426	UNSERVICEABLE	20111128008	PAC
680	7830	BUSHING	NAS77A4009	CRACKED	20111215008	PAC
A185E	3246	SPREADER BAR	16550	CRACKED	20111021011	PNR
TR182	7800	COMPLETE EXHAUST		WARPED	20111025009	PNR
U206E	3222	TRUNNION	12434034	CRACKED	20111103015	ONT
CONVAIR - CAN						
340	5300	BRACKET	3403360020	CRACKED	20111025011	PNR
DASSAULT						
FALCON 2000EX	3240	PRESSURE SWITCH	1203P0224	LEAKING	20111129010	QUE
DEHAVILLAND - CAN						
DHC 2 MKI	2497	ELECTRICAL CABLE		BURNT	20111104005	ONT
DHC 3	5510	BLOCK ASSEMBLY	C3FS795	LOOSE	20111003011	PNR
DHC 3	5551	ACTUATOR ASSEMBLY	C3CF2909	FLOODED	20111103012	ONT
DHC 6	1000	ADAPTER ASSEMBLY	C6WM1162	NEW	20111110007	PAC
DHC 6	1000	LATCH ASSEMBLY COWLING	C6EC100293	NEW	20111124006	PAC
DHC 7 102	3244	TIRE	DR22620T	SEPARATED	20111110001	ONT
DHC 8 102	1420	CANON PLUG	MS3476L2241S	BURNT	20111209001	ATL
DHC 8 102	1440	POWER SYSTEM		BURNT	20111024004	ATL
DHC 8 102	2100	AIR CYCLE MACHINE	78279018	SEIZED	20111011010	ATL
DHC 8 102	2100	AIR CYCLE MACHINE	78279016	USING OIL	20111018006	ATL
DHC 8 102	2497	WIRES		SHORTED	20111021007	ATL
DHC 8 102	2710	HOUSING AILERON GUST LOCK	82740029103	UNSERVICEABLE	20111208011	ATL
DHC 8 102	2750	FLAP CONTROL		SEIZED	20111123005	ATL
DHC 8 102	2752	FLAP ACTUATOR		WORN	20111206014	ATL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
DHC 8 102	2910	#1 HYDRAULIC TUBE	82970009105	CHAFFED	20111215004	ATL
DHC 8 102	3230	VALVE SOLENOID	54C546347	FAILED	20111205006	ATL
DHC 8 102	5755	SPOILER	85711503001	CRACKED	20111115014	QUE
DHC 8 102	5755	SPOILER ACTUATOR	A44700009	CRACKED	20111004003	ATL
DHC 8 300	2913	HYDRAULIC LINE	82970009331	CRACKED	20111104001	ONT
DHC 8 311	2497	WIRE		CHAFFED	20111104009	ATL
DHC 8 311	2697	WIRE		BROKEN	20111101001	ATL
DHC 8 400	2497	POWER SYSTEM WIRING		BURNT	20111107001	ONT
DHC 8 400	2497	POWER SYSTEM WIRING		BURNT	20111110004	ONT
DHC 8 402	1420	CANON PLUG	D3899926JJ24SN	BURNT	20111216006	ATL
DHC 8 402	1420	CANON PLUG	D3899926WJ4SN	PIN NOT LOCKED	20111228003	ATL
DHC 8 402	2844	PRESSURE SWITCH	312242604	FAILED	20111222005	ATL
DHC 8 402	3230	HYDRAULIC HOSE	46455117	BURST	20111202009	QUE
DHC 8 402	5200	CONNECTOR	JD3899924WB5SN	PIN NOT LOCKED	20111212009	ATL
DHC 8 402	5240	ACCESS DOOR	85414708103	MISSING	20111018007	ATL
DIAMOND - CAN						
DA 20 A1	3245	TUBE	XA1AC	SPLIT	20111212002	ONT
DA 20 C1	2421	ALTERNATOR BRACKET	2224121400	CRACKED	20111121007	ATL
DA 20 C1	3213	BOLT	AN5	LOSS OF TORQUE	20111101005	ATL
DA 20 C1	5540	RUDDER TOWER	2055450700	CRACKED	20111121006	ATL
DA 20 C1	7602	MIXTURE ARM	656209	DAMAGED	20111219005	ONT
EMBRAER						
EMB 500	0	BRAKE CONTROL UNIT	900050344	USED	20111230002	PNR
EMB 500	3240	BRAKE CONTROL UNIT	900050344	FAILED	20111123012	PNR
ERJ 170 200 SU	2121	RECIRCULATION FAN		FAILED	20111123004	QUE
ERJ 170 200 SU	2752	FLAP ACTUATOR 2R	C1548152	FAILED	20111024003	QUE
ERJ 170 200 SU	2780	SLAT FAIL		RESET	20111219015	QUE
ERJ 170 200 SU	2780	SLAT SYSTEM		RESET	20111208016	QUE
ERJ 170 200 SU	3610	T-DUCT ASSEMBLY	17014806401	CRACKED	20111004004	QUE
ERJ 190 100 IGW	2120	DUCT	CDA10110002	BURNT	20111024007	QUE
ERJ 190 100 IGW	2520	PASSENGER COMPARTMENT EQUIPEMENT		CABIN SMELL	20111205003	QUE
ERJ 190 100 IGW	2710	BONDING STRAP		INTERFERENCE	20111026012	QUE
ERJ 190 100 IGW	2750	FLAP FAIL		RESET	20111206015	QUE
ERJ 190 100 IGW	2751	SKEW SENSOR	59128437	FAILED	20111103007	QUE
ERJ 190 100 IGW	2761	MULTI-FUNCTION SPOILER	4148001009	LEAKING	20111027001	QUE
ERJ 190 100 IGW	2781	SKEW SENSOR	1702286B	FAILED	20111003005	QUE
ERJ 190 100 IGW	2781	SKEW SYSTEM		OUT OF RIG	20111205002	QUE
ERJ 190 100 IGW	2781	SLAT HARNESS W612		FAILED	20111116001	QUE
ERJ 190 100 IGW	2782	SLAT ACTUATOR TYPE D	1703909A	FAILED	20111115002	QUE
ERJ 190 100 IGW	2782	SLAT ACTUATOR	1703909D	TRIPPED	20111024001	QUE
ERJ 190 100 IGW	2822	FUEL PUMP CARTRIDGE	9C1484	LEAKING	20111018008	QUE
ERJ 190 100 IGW	2824	FUEL CROSS-FEED SHUT-OFF VALVE ACTUATOR	2950004304	FAILED	20111208003	QUE
ERJ 190 100 IGW	2910	HYDRAULIC LINE		LEAKING	20111219016	QUE
ERJ 190 100 IGW	5342	REAR FUSE SKIN		CRACKED	20111118012	QUE
ERJ 190 100 IGW	5610	ANCHOR (DOME) NUTS	NAS1473S4	DAMAGED	20111005001	QUE
EUROCOPTER DEUT						
BK117 A 4D	0	DRIVE SPLINE	2542373	CRACKED	20111103006	PAC
BK117 B 2D	0	MAINTRANSMISSION	1171200501	UNSERVICEABLE	20111228004	PNR
BO105 S CDN BS 4	6210	LEAD EDGE STRIP	10515150	DEBONDED	20111107002	ONT
EUROCOPTER FRANCE						
EC 120 B	6520	MAGNETIC PLUG ASSEMBLY	BM1021	REMOVED	20111016001	QUE
FAIRCHILD						
SA227AC	2120	MIXING VALVE	BYLB504371	FAILED	20111024010	ONT
SA227DC	3230	PLUNGER SPRING	LE075G6SS	FAILED	20111012006	PNR
GROB-WERKE						
G 115C	7800	MUFFLER LEFT HAND	115C6401	BROKEN PIPE	20111110006	ONT
G 120A	1420	WIRING	8268842	GOOD	20111213001	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
G 120A	2731	ELEVATOR CONTROL ROD	120A44082	GOOD	20111128005	PNR
G 120A	2752	RIGHT HAND FLAP ACTUATOR	120A4262	GOOD	20111026008	PNR
G 120A	2820	FUEL VENT LINE		LOOSE	20111003009	PNR
G 120A	3242	BRAKE PADS	6610600	USED	20111026009	PNR
G 120A	3242	BRAKE PADS	6610600	USED	20111110003	PNR
G 120A	7410	IGNITION SWITCH	103572101	GOOD	20111028003	PNR
G 120A	7430	IGNITION SWITCH	103572101	GOOD	20111201006	PNR
GULFSTREAM - ISRAEL						
GULFSTREAM 100	2916	DRAIN PLUG	MS358441	SHEARED THREADS	20111003008	ONT
GULFSTREAM 100	4940	CURRENT LIMITER	ANL300	OVERHEATED	20111123010	ONT
HUGHES						
369D	0	BRACKET ASSEMBLY	369A7304	BROKEN CAP	20111201007	PNR
LAKE						
LA 4 200	2720	PUSHROD ASSEMBLY - RUDDER	2710351	CORRODED	20111028007	ONT
LEARJET						
35A	3230	MAIN LANDING GEAR ACTUATOR	2327100012	LEAKING	20111205005	PNR
45	2510	FOOT WARMER		SHORTED	20111013003	QUE
55	3110	POTENTIOMETER	1903895	SHORTED	20111114007	PNR
60	3244	MAIN TIRE	178K431	UNSERVICEABLE	20111205016	QUE
60	3246	TIRE	178K431	NEW	20111001001	PNR
MCDONNELL DOUGLAS HC						
MD 900	0	CENTERING BEARING	900R3101001107	UNSERVICEABLE	20111125008	PNR
MD 900	0	MAIN ROTOR BLADE	900R1150001113	UNSERVICEABLE	20111125009	PNR
MORAVAN						
Z242L	2810	DIAPHRAGM	HP41332204	STIFF	20111021001	ONT
Z242L	5753	FLAP UPLOCK SPRING	Z4243300014	BROKEN	20111005008	ONT
PILATUS - SW						
PC 12 45	2520	HEATER	9696781504	OVERHEATED	20111212010	ONT
PC 12 45	2520	RELAY	9740926111	FUSED	20111213006	ONT
PC 12 45	5697	WIRE	H307C12	BURNT	20111020001	ONT
PC 12 47E	2131	CONTROLLER ENVIRONMENTAL CONTROL SYSTEM	6130C000002	INTERMITTENT	20111123007	PAC
PIPER						
PA28RT 201T	5532	FIN AFT TIP FAIRING	3840205	DAMAGED	20111107008	PNR
PA31 350	5711	WING SPAR	404870607	BUCKLED WEB	20111228007	PAC
PA32R 300	5543	ASSEMBLY-RUDDER CONTROL	6345703	BROKEN	20111209002	ONT
PA34 200T	2400	MASTER SWITCH	587837	UNSERVICEABLE	20111107004	PAC
PA44 180	2750	FLAP CABLE	9668100	FRAYED	20111110002	PNR
PA44 180	3221	TUBE ASSEMBLY	86262003	CRACKED	20111108005	ATL
PA44 180	7800	MUFFLER	86299007	BROKEN	20111215010	ATL
PA44 180	7800	MUFFLER	86299007	CRACKED	20111012002	ATL
PITTS						
S2B	3222	TAIL WHEEL FORK	TW61A	CRACKED	20111021009	PNR
X2C	7314	FUEL PUMP	R617980D	NOT SECURED	20111019019	PAC
ROBINSON						
R44 II	2822	FUEL PUMP	19001B	FAILED	20111011013	PNR
R44 II	3213	STRUT	D0461	CRACKED	20111024011	PNR
SAAB						
SF340A	2110	AIR CYCLE MACHINE	7769106	SEIZED	20111116004	ATL
SF340A	2913	HYDRAULIC PUMP/ MOTOR	4018502	NOISY	20111116005	ATL
SF340A	5320	ICE SHIELD		LOOSE	20111116007	ATL

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
SHORT&HARLAND						
SD3 60	2460	CIRCUIT BREAKER	727421	UNSERVICEABLE	20111017006	PAC
VIKING CANADA						
DHC 6 400	1000	STRAP	C6FS262231	NEW	20111025013	PAC
DHC 6 400	5210	DOOR HANDLE	VSC3132	BROKEN	20111216009	PAC
DHC 6 400	5300	STRAP	C6FS262231	NEW	20111222007	PAC
ENGINE						
ALLISON						
250-C20B	7170	TUBE ASSEMBLY	6853464	CHAFFED	20111006003	PNR
250-C20F	7261	TUBE ASSEMBLY	6859956	CRACKED	20111125001	QUE
250-C47B	8300	REAR POWER TAKE-OFF BEARING		USED	20111222012	PAC
AVCO LYCOMING						
IO-540-AE1A5	7414	DISTRIBUTOR BLOCK	10357426	CRACKED	20111215005	PNR
IO-540-AE1A5	8530	INTAKE VALVE		UNSERVICEABLE	20111217001	PNR
IO-540-C4B5	7314	LEFT HAND MECANICAL FUEL PUMP	LW15473	LEAKING	20111115008	QUE
IO-540-C4B5	7314	RIGHT HAND MECANICAL FUEL PUMP	LW15473	LEAKING	20111115009	QUE
LO-360-E1A6D	8500	CASE		CRACKED	20111206001	ATL
LTS-101-700D-2	7230	LINK	406100807	BROKEN	20111013005	ATL
O-235-L2C	0	CARB AIRBOX ASSEMBLY	4500523	SEPARATED	20111012010	ONT
O-235-L2C	8530	PISTON	SL18729	BURNT	20111012007	ONT
O-235-L2C	8530	PISTON PIN PLUG	LW11625	NEW AT OVERHAUL	20111006002	PNR
O-320-E2D	8530	VALVE		STUCK	20111025010	QUE
O-320-H2AD	0	STUD	3116	BROKEN	20111223006	PNR
O-360-E1A6D	7414	DISTRIBUTOR BLOCK	K3823	NEW	20111116011	PNR
T5317A	7800	EXHAUST DIFFUSER	115024006	USED	20111222011	PAC
TIO-540-J2BD	7810	EXHAUST	LW10163	UNSERVICEABLE	20111109004	PNR
CFM INTERNATIONAL						
CFM56-7B22/3	7314	PRESSURE SWITCH	QA07995	NORMAL	20111004007	PNR
CFM56-7B24	8011	STARTER	1851M36P10	FRACTURED	20111004005	PNR
GARRETT						
TFE731-60-1C	0	OIL COOLER SUPPLY TUBE	30610424	WORN	20111227004	PNR
TPE331-10	7100	ENGINE	TPE33110	FLAME OUT	20111108003	ONT
TPE331-10UA-511G	7261	OIL FILTER	30014361	DAMAGED	20111205007	PAC
TPE331-10UA-511G	8300	TORQUE SENSOR SPUR GEAR B	31035851	DAMAGED	20111024009	PNR
TPE331-10UGR-516H	7100	LINE ASSEMBLY	8943822	BROKEN	20111017005	PNR
TPE331-11	1400	FITTING	31039391	CRACKED	20111118015	ONT
TPE331-11	7200	FITTING	31021602	FRACTURED	20111118014	ONT
TPE331-11	7400	IGNITION EXCITOR	103920002	UNSERVICEABLE	20111220006	ONT
TPE331-11U	7310	FITTING	2764065011	CRACKED	20111118016	ONT
GENERAL ELECTRIC						
CFM56	0	STAGE 1 BLADE RETAINER	9523M11G03	BROKEN	20111227005	PNR
PRATT&WHITNEY-CAN						
PT6A-28	7200	POWER SECTION	3013340	SEIZED	20111216005	ONT
PT6A-34	7210	RING GEAR	E3024765C	BROKEN TEETH	20111007002	PNR
PT6A-42	3610	CHECK VALVE	340400	UNSERVICEABLE	20111026004	PNR
PT6A-42	7240	OUTER COMBUSTION LINER	311485001	CRACKED	20111118010	PNR
PT6A-42	7250	STATOR FIRST STAGE	3030262	CRACKED	20111118011	PNR

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
PT6A-60A	6122	FLYWEIGHT PIVOT BEARING	1401240	BROKEN	20111212017	PNR
PT6A-67D	7314	FUEL PUMP	3040760	UNSERVICEABLE	20111117010	PNR
PT6A-67P	7300	FUEL CONTROL UNIT	311989207	FAILED	20111208014	PAC
PT6T-3	7500	TUBE ASSEMBLY	3028325	CRACKED	20111123011	PAC
PW120	7197	ELECTRICAL WIRING HARNESS	3038579	UNSERVICEABLE	20111123002	QUE
PW120	7321	HYDRO MECHANICAL UNIT	78639215	NO VISIBLE DAMAGE	20111201011	PNR
PW120A	7261	OIL TEMP VALVE		STUCK OPEN	20111116002	ATL
PW120A	7997	WIRING		CHAFFED	20111019016	ATL
PW307A	2435	ENGINE DIRECT CURRENT GENERATOR	30089005	UNSERVICEABLE	20111121003	ONT
PRATT & WHITNEY-USA						
R-985-AN-14B	6100	THRUST NUT	1019	UNDER TORQUE	20111024008	ONT
WASP CA3	7120	MOUNT CORE	MR3636	UNSERVICEABLE	20111219008	ATL
WASP CA3	8530	CYLINDER BASE STUD	2055235	BROKEN	20111025012	PNR
ROLLS ROYCE - GY						
BR700-715C1-30	7200	#4 BEARING ASSEMBLY	BRH21058	FAILED	20111108002	QUE
BR700-715C1-30	7250	TURBINE BLADES	FW64379	BROKEN	20111117001	QUE
DART 529-8X	7261	BREATHER COUPLING	159P1001975	SWOLLEN	20111003001	QUE
THIELERT						
TAE 125-01	2000	FULLY AUTHORIZED DIGITAL ELECTRONIC CONTROLLER ELECTRONIC CONTROL UNIT	02761055003R1	REPAIRED	20111024002	ONT
PROPELLER						
DOWTY ROTOL						
R408/6-123-F/17	3060	BUS BAR	697070213	BROKEN	20111128001	ONT
R408/6-123-F/17	6114	PROPELLER	697037001	LEAKING	20111004001	ONT
HAMILTON STANDARD						
14SF-19	6110	COLLAR	80225312	NEW	20111020003	ATL
14SF-19	6111	PROPELLER BLADE	201012026819	ALMOST NEW	20111012001	QUE
14SF-23	6100	BOLT	7826691	RECERTIFIED	20111006004	PNR
14SF-7	3060	ELECTRICAL LEAD	8204444	BURNT	20111212003	ATL
14SF-7	6114	BEARING RACE	7823011	FRACTURED	20111122004	ATL
14SF-7	6114	HUB NUT	HDACLH7461T	NEW	20111129008	PAC
14SF-7	6114	PROPELLER HUB NUTS	7847761	CRACKED	20111121005	PNR
14SF-7	6120	PROPELLER CONTROL UNIT		LEAKING	20111114006	ATL
HARTZELL						
HC-C2YK-2CUF	6114	HUB	D65221	CRACKED	20111215007	PNR
HC-C2YR-2CEUF	6100	CYLINDER	B24231	GOUGED	20111014002	QUE
HC-D4N-3C	3060	RELAY	MS24187D1	USED	20111117027	PNR
HC-D4N-3C	6100	SEAL	3026652	USED	20111118002	PNR
HC-E4A-3	3060	SLIP RING	4H30081	NEW	20111209005	ONT
HC-E4N-3G	0	BRUSH	RA15437	USED	20111228009	PNR
HC-E4N-3G	6120	GOVERNOR-OVERSPEED	210638F	FAILED	20111117019	PNR
MCCAULEY						
1C160/ DTM7557-M1	6113	FORWARD SPINNER BULKHEAD	5503214	USED	20111117005	PAC
4HFR34C652	3080	SPINNER	E5367	GOOD	20111121001	PNR
4HFR34C771	6121	PROPELLER SYNC CONTROL	A213796	USED	20111117026	PNR
B3DF36C526/ 80HJA-0	2000	JOINT ASSEMBLY	469153	RUSTED	20111123014	PNR

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EQUIPMENT						
AIRCRAFT APPLIANCES						
CMA1100	3460	ELECTRONIC FLIGHT BAG	245604128000	UNSERVICEABLE	20111028001	QUE
AM-SAFE						
502985401	2510	SHOULDER HARNESS	5029854012251	NEW	20111202006	ONT
ARTEX						
4535002	2562	G SWITCH		INTERMITTENT	20111220004	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20111123008	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20111125007	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20111216008	PNR
C406N	2562	G SWITCH	140172001	FAILED	20111017009	PNR
AVCO LYCOMING						
LTO360E1A6	7414	MAGNETO	D4RN3000	LEAKING	20111116012	PAC
BEECHCRAFT						
1U1490016	3421	HORIZON	1U1490016	USED	20111117028	PNR
235010616	3421	HORIZION	235010616	USED	20111117029	PNR
BENDIX						
7000622901	3421	VERTICAL GYRO	7000622901	USED	20111118019	PNR
KLN900	0	RECEIVER	66040340104	FAILED	20111219010	ONT
BOEING						
273A36105	3252	PISTON	273A36112	CRACKED	20111107006	PNR
CESSNA						
152	3340	LANDING LIGHT SWITCH	C9065	STUCK	20111017007	ONT
2350117	3421	ATTITUDE INDICATOR	2350117	USED	20111121009	PNR
CMC						
CMA1100	2572	ELECTRONIC DISPLAY UNIT	245604128000	FAILED	20111115007	QUE
COLLINS AVIONICS						
6221204003	3444	RADAR ALTIMETER	6221204003	USED	20111118003	PNR
6226136002	3422	DIRECTIONAL GYRO	6226136002	USED	20111118009	PNR
EQUIPMENT	0	VERTICAL GYRO	6224565001	USED	20111219013	PNR
EQUIPMENT	0	VERTICAL GYRO	6224565001	USED	20111219014	PNR
EQUIPMENT	3421	VERTICAL GYRO	7000622901	USED	20111118021	PNR
DEHAVILLAND - CAN						
DHC8402	2530	COFFEE BREWER	400179402	SWITCH EXPOSED	20111206004	ATL
DHC8402	2530	COFFEE BREWER	400179402	SWITCH EXPOSED	20111206005	ATL
DHC8402	2530	COFFEE BREWER	400179402	SWITCH EXPOSED	20111206007	ATL
DHC8402	2530	COFFEE BREWER	400179402	SWITCH EXPOSED	20111206009	ATL
DHC8402	2530	COFFEE BREWER	400179402	SWITCH EXPOSED	20111206010	ATL
DHC8402	2530	COFFEE BREWER	400179402	SWITCH EXPOSED	20111206011	ATL
DHC8402	2530	COFFEE BREWER	400179402	SWITCH EXPOSED	20111206012	ATL
DHC8402	2530	COFFEE BREWER	400179402	SWITCH EXPOSED	20111206013	ATL
DHC8402	2530	COFFEE BREWER	400247501	SWITCH EXPOSED	20111206008	ATL
FAIRCHILD						
GA1000000	2560	POWER SUPPLY MODULE		USED	20111118020	PNR
GOODRICH						
23085001	2435	ARMATURE	230851503	SHORTED	20111003014	PNR
23085001	2435	DRIVE END BEARING	3600918	FAILED	20111108008	PAC

Make/Model	Jasc	Part Name	Part Number	Part Condition	SDR No.	RGN
HONEYWELL						
RE100CS	4940	IGNITER	CH34549	UNSERVICEABLE	20111004008	PNR
KELLY AEROSPACE						
4810449002	8120	BUTTERFLY VALVE		OVERHAULED	20111025008	PNR
LUCAS						
23078019	2435	END BEARING	3601018	FAILED	20111124002	PNR
MARATHON						
PC173	0	STATIC INVERTER	PC173	OVERHAULED	20111219017	PNR
PC173	2422	STATIC INVERTER	PC173	USED	20111121008	PNR
TELEDYNE BENDIX						
BL3493504	7414	CARBON BRUSH	10160844	MISSING	20111019018	PAC
TELEDYNE CONTINENTAL						
IO360G	8540	ACCESSORY BEVEL GEAR	640802	NEW	20111206006	PNR
THALES AVIONICS						
457400GA1311	3400	NAVIGATION SYSTEM		REPAIRED	20111130008	PAC
WOODWARD						
212076005	6730	HYDRAULIC SERVO	212076005011	OVERHAULED	20111214009	PAC
212076005	6730	HYDRAULIC SERVO	212076005101	OVERHAULED	20111214006	PAC
UNAPPROVED PART						
AEROSPATIALE						
3012000	2000	EMERGENCY LIGHT POWER SUPPLY	3012000	BURNT	20111020002	ONT
LOCKHEED						
188A	7311	COOLER		UNAPPROVED PART	20111115011	PNR
THIELERT						
EQUIPMENT	2000	FULLY AUTHORIZED DIGITAL ELECTRONIC CONTROLLER ELECTRONIC CONTROL UNIT	02761055003R1	REPAIRED	20111024002	ONT

Headquarters

Transport Canada (AARDG)
Place de Ville, Tower C
Ottawa ON K1A 0N8

Tel: 613-952-4357

Regional Offices

Atlantic

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